

MOTOR VEHICLES (MYSORE AMENDMENT) BILL, 1967

Motion to consider

SRI MOHAMED ALI (Minister for Transport and Tourism).—Sir, I beg to move :

“ That the Motor Vehicles (Mysore Amendment) Bill, 1967, be taken into consideration.”

MR. SPEAKER.—Motion moved :

“ That the Motor Vehicles (Mysore Amendment) Bill, 1967, be taken into consideration.”

SRI MOHAMED ALI.—Sir, the House was pleased to amend section 42 and add sub-section (2), thereby requiring all the applications for inter-State permit to be made to the State Transport Authority instead of the Regional Transport Authority. Now it is considered necessary to make clear that in respect of each application the State Transport Authority should follow the same procedure as the Regional Transport Authority for grant of permits. This is only a consequential amendment for which the House has already given its acceptance.

4.30 P.M.

SRI H. SIDDAVEERAPPA.—Sir, I stand to oppose this measure. After the advent of this Government, if I may say so, from the year 1962-67, when this Ministry was in office after the third general elections, quite a large number of inter-state permits of a remunerative character were given to those favourites desired by the Government of the day. Today to the interpellation raised by my friend Sri Rajaiah Shetty—of course, it could not be reached but they have printed the reply—it will be seen that there are 297 sanctioned Inter-State routes of which 40 routes are run by the Mysore State Road Transport Corporation. The other details are furnished in the statements placed on the Table of the House. I saw the statements also. It will be seen that generally the inter-state routes are very remunerative in character and deliberately and purposely with a view to give those routes to some of their favourites, friends, partymen and henchmen, some were specially created and given to them. Some of them run to hundred miles such as Chitaldurg to Tirupathi, Chitaldurg to Chittoor and Chitaldurg to Dharmasthala. The Mysore Government have got more 2,000 and odd buses and I see no reason why they should not at least monopolise the inter-state routes. Even the 40 routes which they have are not so remunerative. They have allowed their people to amass wealth. This is socialism in action. In a socialistic State our friends sitting on the other side who utter full-mouthed slogans about socialism, nationalisation and various other things have not been going on proper lines. This is one of the methods in which they distribute the spoils among their partymen and friends. So, whether it is S.T.A. or R.T.A. or any other authority, we know how the permits

are given. We also know that there is one particular gentleman—I do not want to mention his name—who has got inter-state permits running to a distance of about 3,000 miles per day. The hard fact remains that these things are the close preserve only of the Congressmen, only of their party men and they seem to be going on merrily. For 3,000 miles at least he makes a net income of Rs. 3,000 per day at the rate of Re. 1 per mile making allowances for various things. That comes to Rs. 90,000 per month. This is socialism in action at the hands of our friends. There are very many things taking place. I know that if proper accounts are taken, we can make at least Rs. 5 to 6 crores out of these nationalised routes. In these days when we are short of funds they are not getting 2 or 3 per cent out of their investments. I was in charge of it for some time and if you go through previous records you will find that we were running about 300 miles and making allowances for all expenditure which any private operator incurs, we were making a net profit of 34 per cent. My friends were then saying that we were all Marvadis. There are 1,108 private operators and I am sure most of them are working detrimental to the interest of the State. When such is the position, I oppose this measure because it is a measure which they have brought for their own benefit and for the benefit of their partymen.

† ಶ್ರೀ ಎಸ್. ಗೋಪಾಲಗಾಂಡಿ. —ನಾನ್ಯಾಯ, 1967 ನೇ ಇವನಿಗೆ ಪ್ರೇಸ್‌ನೂರು ರಾಜ್ಯದ ಹೇಳುವಾರು ವಾಹನಗಳ ತಿಳಿ ಪಡಿ ಮನುಷ್ಯರು ನ್ಯಾಯ ನಿಧಿ ವಿರೋಧ ನವರು ಹೇಳಿದುಂತಹ ವಾತಾಗಳನ್ನು ನವರು ನಾನು ಇನ್ನೊಂದು ಸ್ವಲ್ಪ ಅವಿಷಯದಲ್ಲಿ ಸೆರಿಸಿ ಹೇಳುವರುಬಾಧ್ಯ ಇದೆ. ಶ್ರೀಮಾನ್ ಸಿದ್ದೇಶ್ವರಪ್ರಸಾದರು ಇದ್ದಾಗಿ ಬೆಂಗಳೂರಿನ ಬಿ.ಇ.ಎಸ್. ಅನ್ನ ನಮ್ಮ ರಾಜ್ಯದಲ್ಲಿ ವೇಲಾಯಿ ನಾರಿಗೆ ರಾಷ್ಟ್ರೀಕರಣ ವಾದಿ ಒಂದು ಹೆಚ್ಚಿನು ಇಂದಿರಾ ಬೇಂಗಳೂರು ಒಂದು ಗ್ರಂಥಾಲಯದಲ್ಲಿ ರಾಷ್ಟ್ರೀಕರಣ ವಾದಿ ವರು ಕಷ್ಟವಾಗುತ್ತದೆ, ಅದ್ದಿರಿಂದೆ ಯೋಜನೆಯು ಪ್ರಕಾರ ನಾರಿಗೆ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುತ್ತೇವೆ ಎಂದು ಹೇಳಿದರು. ಮಾಂಬಿಂದೆ ರಾಜ್ಯದಲ್ಲಿ ಹಾದೆಯೇ ನಾರಿಗೆ ರಾಷ್ಟ್ರೀಕರಣ ಅಿತ್ತು. ಈಗ ನಮ್ಮ ಸ್ವೇಂಹರಾದ ನಿಧಿ ವಿರೋಧ ನವರು ಈ ವಿಷಯದಲ್ಲಿ ಹೇಳುವರಾಗಿ ಹೇಳುವರು ಕಾನ್ಯಾಗುಷಿದಲ್ಲಿ. ಕಾಂಗ್ರೆಸ್‌ನವರು ದತ್ತಕ್ರಿ ಕೆಲ್ಪಂಥ ವಚನಗಳಲ್ಲಿ ಭಂಗ ವಾಡಿರತತ್ವಂಥ ವಚನಗಳಲ್ಲಿ ಇದೂ ಒಂದು. ಇದರಲ್ಲಿ ಸ್ವಾರ್ಥನಾಧನ ಆಗಿದೆ. ಈ ಮಾಲೀಕರುಗಳು ಚುನಾವಣೆಗಳಲ್ಲಿ ಬಿಂಬಿ ಮುಖ್ಯಗೆ ಕಾಂಗ್ರೆಸ್‌ನ ಹಿತಕ್ಕೆ ದಂಡಿದಿದ್ದಾರೆ. ಅವರ ಹಿತಾಸಕ್ತಿಯನ್ನು ಕಾವಾಡುವುದು ಈ ಸರ್ಕಾರದ ಒಂದು ಅಂಶ ಕರ್ತವ್ಯ ಎನ್ನುವ ರೀತಿಯಲ್ಲಿ ನಿವಾರಿಸಿಕೊಂಡು ಬಂದಿದ್ದಾರೆ. ಇದೇ ಸಂದರ್ಭದಲ್ಲಿ ರಾಷ್ಟ್ರೀಕರಣ ನಿತ್ಯ ಮತ್ತು ರಾಷ್ಟ್ರೀಕರಣ ಅಗಿರತಕ್ರಂಥ ರಸ್ತೆಗಳ ವಿಷಯದಲ್ಲಿ ಅಪಾರವಾದ ನಷ್ಟಿ ರಾಜ್ಯಕ್ಕೆ ಸಂಂಬಾಗವ ರೀತಿಯಲ್ಲಿ ವಾತ್ಮನ ರಾಷ್ಟ್ರೀಕರಣ ವಾಡತಕ್ರಂಥ ನೀತಿ ಮಾಂಡುವರಿಯಬಾರದು, ವಿನ್ಯಾಸರೂಪವಾಗಬಾರದು. ಇದನ್ನು ಸರ್ಕಾರದವರು ಸ್ವಲ್ಪಾದಿ, ಸ್ವಪ್ರಯೋಜನ ಮತ್ತು ತಮ್ಮ ಹಿತದ ವಿಷಯಗಳನ್ನು ಕಾವಾಡಿಕೊಳ್ಳುವ ದ್ವಿಷ್ಯಾಯಿಂದ ರಾಜ್ಯದ ಹಿತ, ಬಸತೆಯ ಹಿತವನ್ನು ಇತರ ಹಿತಗಳಿಗೆ ಬಿಲಿಕೊಟ್ಟಿ, ತಾವು ಒಪ್ಪಿಕೊಂಡಿದ್ದ ರಾಷ್ಟ್ರೀಕರಣ ಎನ್ನತಕ್ರಂಥ ಒಂದು ತತ್ವಕ್ಕೆ ತಿರಾಂಚಲ ಕೂಟ್ಟು ಈ ಕೆಲವನ್ನು ನಡೆಸಿಕೊಂಡು ಬಿರುತ್ತಿದ್ದಾರೆ. ನಿಮ್ಮ ಕೃತ್ಯಾಗಳಿಗೆ ಕಾನೂನು ಮುದ್ರಿಸುವು ಒತ್ತತಕ್ರಂಥ ಸಂಸ್ಥೆಯಲ್ಲಿ ನಿಮ್ಮ ಜನರೇ, ನಿಮಗೆ ಬೇಕಾದವರೇ ಇರುತ್ತಾರೆ. ಇದೆಲ್ಲಾ ನಡೆದಿದೆ.

ನಾನ್ಯಾಯ, ಮಾನ್ಯಮಂತ್ರಿಗಳು ಇದು ಒಂದು ಸಣ್ಣ ವಾಕ್ಯ ಇದು ಮನುಷ್ಯದೆಯಿಂದು ಹೇಳಿದರು. ಈ ತಿಳಿ ಪಡಿಯ ಬಗ್ಗೆ ಹೆಚ್ಚು ಹೇಳುವಾದು. ಇನ್ನೂ ಇಲ್ಲಿದಿದ್ದರೂ ನಹ, ಈ ರಾಷ್ಟ್ರೀಕರಣದ ವಿಚಾರದಲ್ಲಿ ಸರ್ಕಾರದ ಕ್ರಮವನ್ನು ಎಪ್ಪು ತೀವ್ರವಾಗಿ ವಿರೋದಿಸಿದರೂ ಕೂಡ ಕಿಡಿಮುಗಾಗುತ್ತದೆ. ವಾತ್ಮನ ಈ ಸರ್ಕಾರದವರು ಎಷ್ಟೇಂದು ಅಸ್ತಿತ್ವಿಯುತ್ವಾದ ರೀತಿಯಲ್ಲಿ ನಡೆದುಕೊಂಡು ಹೋಗುತ್ತಿದ್ದಾರೆ, ಅವು ಬಂಧುಗಳಿಗೆ ಅವಕಾಶವಾಗುವಂತಹ ನೀತಿಯನ್ನು ಅನುಸರಿಸುತ್ತಿದ್ದಾರೆ. ಇದು ದೇಶದ

(ಶ್ರೀ ಐಸ್. ಗೋಪಾಲಗೌಡ)

ದುದ್ದೀವಿವರೆಂದು ಈ ಸರದಭದ್ದಲ್ಲಿ ಹೇಳಬಿಯುತ್ತಿರ್ನೇ. ಇವರ ಕಾಲ ಮುಗಿಯುತ್ತಾ ಬಂಡಿದೆ, ಆಗಲೂ ಸದ್ಯಾಯ ಮಿರಿಲ್ಲ, ಹೊದ ಮೇಲೆ ನಾಲ್ಕು ಮಾತುಗಳನ್ನು ಹೇಳಿದಂತೆ ದೇಶದ ಹಿತದ್ವಾಷಿಯಿಂದ ನಾಲ್ಕು ಪಾತಾಗಳನ್ನು ಹೇಳಬೇಕಾಗಿದೆ. ಕಾಲಗೇನ್ ಸರಕಾರ ಹೂದರೂ, ದೇಶದ ರಕ್ತಶೈಲಾನ್ನು ಯಾರಾದರೂ ಪಾದರೇಖೆಯೆಂದು. ಜನರು ಇದೇ ಇಂಜಿನ್ ತಾರೆ. ಒಳ್ಳಿಯಲ್ಲಿ ತತ್ತ್ವಗಳನ್ನು ಕಾಯುಗಿಕ ಪಾಡುವವರು ಈಗ ದೇಶಕ್ಕೆ ಬೇಕಾಗಿದೆ. ಹೇಳಿಯ ಮ್ಯಾನ್‌ರೂ ಭಾಗದ್ದು ಸಾಗೆ ನಂತಹಿಯಿಂದ ರಾಜ್ಯದ ಬೋಕ್ಕುಸಕ್ಕೆ ಒಹಳಷ್ಟು ನಷ್ಟವಾಗಿದೆ. ಕೋಲಾರ ಜಿಲ್ಲೆಯಲ್ಲಿ ಅತ್ಯಾರು ಲಕ್ಷ ರಾಜಾಯಾಗಳಷ್ಟು ನಷ್ಟವಾಗಿದೆಯಂದು ಹಿಂದೆ ಇದೇ ನಾಭಿಯಲ್ಲಿ ವಿನವರಿಕೆ ಪಾಡಿ ಕೊಳ್ಳಿದ್ದಾರೆ. ಇತ್ತೀನ್ನದಿನವನ್ನು ರಾಜ್ಯದಲ್ಲಿ ಅನೇಕ ಖಾಸಗಿ ಜನರು ಮಂಗಳೂರಿನಿಂದ ದುಂಬಿಗೆ, ಜಿತ್ತರುಗಳಿಂದ ತಿರುಪ್ಪತಿ ಇನ್ನೂ ಮುಂತಾದ ಕಡೆಗಳಿಗೆ ಬಂಧಗಳನ್ನು ಒಡಿಸು ತ್ವರಿಸಿದೆ. ಅಗ ಶ್ರೀ ಪಾಂಗ್ ಶ್ರವಣವರು ಇಲ್ಲಿ ಇದ್ದರಿಂದಾಗಿತ್ತು. ಅವರು ಸರಿಯಾದ ಅಪಾರಾದನೆಗಾಗ್ ಇದ್ದರೆ ನನ್ನ ಗವರ್ನರ್‌ಕೆ ತನ್ನ ಏಂದು ಹೇಳಿದ್ದಾರೆ, ಷಟ್ತೆ ಅವರೇ ಹೇಳುತ್ತಾರೆ, ಮಂಜುರು ನಾವಿರ ಮುಲಗಳ ರಂಗನ್ನು ಖಾನಗಿಯಾದವರೆ ಕಾನೆನಿನ ಬಿಂಬಿಸಾಗಿ ಕೊಟ್ಟಿದ್ದೇವೆಂದು. ಕೆಲಿರು ದೊಡ್ಡ ಅಪರೇಬರ್‌ಗಳ ಇದ್ದಾರೆ, ಅವರು ಕೆಲವು ರೂಪಿಗಳನ್ನು ಕೇಂದ್ರತಾರೆ, ಅಂತಹ ವರಿಗೆ ಕೊಡಬೇಕಾಗ್ ಶ್ರದ್ಧಾರೆ, ಹಸ್ತಕ್ರಿಷ್ಯ ಪಾಡುವದಕ್ಕಾಗುವದಿಲ್ಲಿಂದು ವಾಸನ್ಯ ಮಾತ್ರಿಗಳು ತಮ್ಮನ್ನು ತಾವೇ ಸಮಾಧಾನದಾರಿಕೊಳ್ಳುತ್ತಾರೆ. ನಾನು ಹೇಳುವಂತಹೆಂದು: ಆಗಲಾದರೂ ರಾಷ್ಟ್ರೀಕರಣವನ್ನು ತಾವು ಹೇಳಿದ ಪ್ರಕಾರ ಪಾದಾರ್ಥಿ, ಅಗ ಆಗುತ್ತಿರವ ಲುಕಾನ್ ತಪ್ಪಿಸಬೇಕು. ಖಾಸಗೀ ಬಂಧನ್ ಒಂದಾಡುವನ್ನು ಸೀಲಿಸದೇಕು, ತಮ್ಮ ಮಾತಿನೆಯ ನಡೆದುಕೊಳ್ಳುವುದಕ್ಕೆ ಪ್ರಯೋಜಿತ ಪಾಡೆಂದೆಂದು ಒತ್ತಾಯಲ್ಲಿರುವ ಕಾರಣ ಹೇಳುತ್ತಾರೆ ಈ ತಿದ್ದುವಡಿ ಮಂಗಳೂರುನ್ನು ನಾನು ವಿರೋಧಿಸುತ್ತೀನೆ.

† Sri J. P. SARWESH (Serum).—[In Urdu].

† Sri MOHAMED ALI.—Sir, the observations made by the Hon'ble members, to me appears out of context. Here, the question is very simple, of accepting a consequential amendment. But, it has been alleged that Inter-state permits have been indiscriminately granted and the Government has favoured some in granting such permits. I would like to bring to the notice of the House that the number, 297 shown is defective, because almost all the permits have been issued by the R.T.A. in consequence of the decision of the High Court. The High Court has held that whether there is an inter-state agreement or not, R.T.Os can issue inter-state permits so far as their jurisdiction is concerned and the parties may approach the respective Governments for countersignature. Therefore, in view of the legal position and the decision of the High Court many people applied for inter-state permits and secured permits from R.T.O.s. But, they are not able to get countersignature from the other Governments because the Mysore Government has not entered into an agreement with them on reciprocal basis. Out of 297, most of them, I am sure, about 98 per cent of them are running their buses only to the borders of the Mysore State as they are unable to enter into the neighbouring State.

The allegation that the Government has indiscriminately issued permits is not correct, and so far as the question of issuing the permits is concerned, it is the R.T.A., which is the authority and which is quasi-judicial in nature. Government cannot even give directions to R.T.A.s to issue inter-state permits. But, so far as nationalisation is concerned, recently Kolar scheme has also been approved and that is practically

going to seal the Mysore border. So far as the inter-state permits for passenger carriages are concerned, I don't think there will be any scope left in any further inter-state routes or agreement in view of the decision of the Supreme Court. Nobody can grant any inter-state permit on the routes which are nationalised. Therefore I think, no R.T.O. has issued any permit. So far as the Government is concerned, the Government is not in a position to ask why a permit is issued whether it is State permit or inter-state permit. If anybody is aggrieved about receiving a permit, he can go on appeal. So far as issuing of the permits is concerned, it will be done according to the conveniences of the travelling public and also according to the resources of the parties. I do not think, anybody could operate overnight. I do not think anybody can become a fleet owner unless he is resourceful. So far as these inter-state permits are concerned, it is a question of entering into an agreement with the adjoining Governments. No Hon'ble member has pointed out that the Government has entered into any wrong agreement and no agreement has been pointed out to say that this agreement has been entered into for the benefit of any person.

Sri H. SIDDAVEERAPPA.—Why not your Company take all the inter-state routes by itself? Why do you allow others to come in?

Sri MOHAMED ALI.—So far as important routes are concerned, Hyderabad to Bangalore route has been nationalised and we are negotiating with the Government of Madras to nationalise Bangalore to Madras route. We have entered into an agreement with the Government of Madras on loan basis and on reciprocal basis from Mysore to Coimbatore. All these important routes are being taken over for operation by M.S.R.T.C. So far as profits and loss are concerned, the Hon'ble members should know that the situation is not so as it was before. If I put a new bus on the route by way of scientific method or unscientific method, I have to spend Rs. 42,000 per bus per year. In view of heavy taxation, the margin of profit is being reduced. The cost of establishment and other factors have weighed very much so far as public sector is concerned. So far as private sector is concerned, he may himself be a cleaner, Driver or conductor. But it is not so in the case of Road Transport Corporation. We have got certain amount of responsibilities. Without employing sufficient number of staff it is not possible to run the administration. Therefore, certain amount of staff is necessary.

Sri S. SIVAPPA.—The question that was put to you was, some important routes have been given to some people. Some people who tried for them have not been given. There is discrimination with regard to this.

Sri MOHAMED ALI.—I deny this allegation. I am sorry to say that it is a wrong allegation. As far as nationalisation is concerned, the Government is compelled to adhere to some programme for nationalisation. About 59 per cent of routes have been nationalised.

Sri M. S. KRISHNAN (Malleswaram).—You say it is not. Some routes have been given over. Are you prepared to resign if we prove that?

Mr. SPEAKER.—Are we dealing with nationalisation or dealing with a Bill?

Sri MOHAMED ALI.—The question of nationalisation depends upon other circumstances. The Members must know that profit is only 20 lakhs of rupees. The members it seems, have gathered some information which is not known to me. I will have to look into the records and then only I will be able to say something. I never expectel that the question of the routes could be mentioned by the members. Anyhow this is a very simple amendment only to make suitable procedure to be followed so far as Inter-state routes are concerned for issuing permits.

Mr. SPEAKER.—The question is :

“That the Motor Vehicles (Mysore Amendment) Bill 1967, be taken into consideration.”

The motion was adopted.

CLAUSES

Mr. SPEAKER.—The question is :

“That clause 2 stand part of the Bill.”

The motion was adopted.

Clause 2 was added to the Bill.

Mr. SPEAKER.—The question is :

“That the clause 1, the Title and the Preamble stand part of the Bill.”

The motion was adopted.

Clause 1, Title and Preamble were added to the Bill.

Motion to pass.

Sri MOHAMED ALI.—I beg to move :

“That the Motor Vehicles (Mysore Amendment) Bill, 1967, be passed.”

Mr. SPEAKER.—The question is :

“That the Motor Vehicles (Mysore Amendment) Bill, 1967, be passed.”

The motion was adopted.